## GENERALITIES.

A letter of the Emperor Napoleon addressed to Marshal Canrobert has been communicated to the troops of the army of Paris. The Emperor

writes as fellows:—
Rumors so ridiculously exaggerated have been spread in reference to the vote of the army that I feel myself prompted to request you to assure the generals, officers, and privates under your command that my confidence in them has never been sbaken. I ask you to inform General Lebrun especially that I congratulate him and the troops under his command on their admirable firmness and cool selt-command, of which they have given proof during the last few days, in the suppression of those riots which are troubling the capital.

Sport in California. The story of Jim Smiley's frog illustrates a mania for betting in California that makes the most trifling incidents occasions for displaying itself. On the 6th inst., there was an ice match at Marysville, to test the relative virtues of two specimens of ice, one from Little Grass valley, the other from the Summit. Both blocks, weigh ing each 131 pounds, were placed in the sun, with even chances, the mercury marking ninety degrees in the chade. "The Summit chunk," says the report, "was broad and rather flat, while the Grass valley specimen was longer and sat on one end. Towards noon, as the match became hot, and streams of water trickled down the faces of the antagonists, "there was great excitement among the friends of the respective chunks," and bets ranged from \$2:50 to \$100. The Summit chunk began to have the best of it; Grass valley showed deep furrows, and "came up groggy," while Summit took the matter coolly, and seemed confident of victory. About the middle of the afternoon the friends of Grass valley threw up the sponge, and went to betting on how long Summit would last. grew dark before the cake was melted, and the natch against time had to be continued by the light of lanterns. Summit beat Grass valley four hours and fifty-five minutes; about \$1500 chang-

ing hands on the result. A Singular Disease-The Dectors Mystified. Last Saturday morning Charles Martin, a young engraver, nineteen years of age, who resides at the house of Dr. B. C. Perry, No. 49 Bond street, New York, was attacked by a remarkable paroxysm, which at first was supposed to be hydrophobia. He barked like a dog. licked his father, snapped at Dr. Perry as if he wanted to bite him, foamed at the mouth, and was with difficulty prevented from injuring himself and others by six men-neighbors who were called in-whose united strength scarcely sufficed to restrain him. These violent spasms recurred at intervals during the rest of the day. and it was late at night before he was quieted and fell asleep. The next day he was almost entirely rational, though exhausted. Yesterday the paroxysms did not return, and Drs. H. M. Jernegan and T. F. Allen, who have been attending him, and who say that the disease is not hydrophobia, but seem somewhat mystified as to its precise nature, were of the opinion that he will ultimately recover. It is understood that the patient, when only five years oldfourteen years ago—was bitten by a dog. Dur-ing his paroxysms he called for water, and drank it copiously, which is hardly a symptom of hydrophobia. He is said to be of strictly temperate habits.

CURIOSITIES OF CORK. A GLIMPSE AT AN IR ISH CITY. Among the recent visitors to Cork is a cor-

respondent of the Wheeling (West Virginia)
Intelligencer, who thus records his impressions of the place;-

"Cork seems to be a city where trade, commerce, and manufactures are in a flourishing condition. Large ships and small schooners, large ocean steamers and small tug steamboats, are peacefully reposing at the quays secure from the strife of ocean. The docks and wharves are crowded with carts and drays, and the merchandise loading and un-loading on the quays and railroad stations give little indication of want or distress. There are some fine public buildings in Cork. The new Provincial Bank is a chaste and beautiful piece of architecture. The warehouses and business stores are both capacions and ornamental. Its hotels are elegant, and have all the comforts and luxuries which the best regulated American hotel can boast of. The dwelling houses are of all sorts and conditions, from the lowly stone, white and slated rows of cottages of the poor to the lofty and modern five-story mansions of the opulent. Some old houses may still be seen that have stood the storm and sunshine of two hundred years. They have a quaint and ancient appearance, but are still strong and substantial. Here we see no frame buildings of any description, and no shingle roofs. The houses are built of brick, hard sandstone, whinstone (or

trap), which will last for ages.

"The streets of Cork ara, with a few exceptions, wide and spacious. They have broad, smooth sidewalks, are well paved, clean, and at night lit with gas. One of the public squares contains a statue of Father Mathew, the great spostle of temperance. It is cast in bronze and said to be a very good likeness. One thing struck me as a novelty; many of the houses have their side walls, both front and rear, slated. This gave them a rather singular appearance, but it is said to be a good preventive of dampness. None of the streets have shade trees or brick pavements, and no houses or stores have awnings. We can find no unpaved streets in this city. The streets are either well paved or macada-mized, perfectly smooth and level, and clean

as a new pin.
"Looking at the crowds passing and repassing on the streets, an American is struck with some points of difference between them and what he is used to seeing in his own cities. Here we find no American (nor for that matter Irish) citizens of African descent. But we find mingling with the crowds of ladies and gentlemen dressed in the very height of fashion, nearly an equal number of barefooted women and children, who pass along without exciting any remark. Such a sight we never have in America. Cork may be said to be situated on an island of the river Lee, which is about two miles in length. Its streets are very irregularly laid out, but the houses of late years seem to be built with better taste and more uniformity. The population does not exceed 80,000. It is both a manufacturing and commercial city. There are foundries, glasshouses, and woollen fac-tories. Being the seaport of a great agricultural county, it exports to England large quantities of grain, butter, pork and cattle."

-The Baltimore American says that the fif-teenth amendment celebration in that city last week promoted, instead of retarding, the growth of kindliness between the two races, although a few years ago such a demonstration would have been impossible there; it would have been hooted, insulted, assaulted, and have been hooted, insulted, assaul might have ended in a terrible tumult.

might have ended in a terrible tumuit.

A New Hampshire woman went into hysteries when she found that a telegram to her husband was worded thus:—"The little darlings are doing well, and are looking quite pretty. Please send their board money." She felt relieved when she learned on his return home that the telegram referred to a couple of small dogs.

—General Butler, a Richmoud correspondent says, last week telegraphed to his agent at Hampton, Va., to admit the large body of insurgent colored squatters now on Smith's farm, in that vicinity, to free quarters on his lands lying on Back river, where he owns extensive tracts. The negroes accepted the offer, and thus was settled in a peaceful way a difficulty that had threatened to result in riot and bloodshed.

WISHART'S COLUMN

## THE MEDICAL PRO-PERTIES OF TAR.

The pine tree has long been known to pos sess valuable medical properties. For pulmonary diseases it is doubtful whether and remedy has as yet been discovered equal to it. It seems to change and renew the very structure on which it acts, and to infuse into the system an indescribable power equal to the natural power before disease had even taken hold of the body, so as to make, as it were, an entirely new tissue, and to give a newness of life and energy which one who has been sick a long time knows the value of but cannot fully describe. The great objection, however, to all tar preparations has been their unplea sant taste, and consequent liability to sickness and nauseate the stomach. We have before us, however, a preparation of the kind referred to, which obviates all these objections. and is as agreeable to the palate as it is valuable in the cure of disease. We mean "Dr. Wishart's Pine Tree Tar Cordial," a real, genuine, bona fide medicinal cordial, distilled from the pine tree by a process known only to the Doctor himself, the sale and popularity of which are only equalled by the amount of suffering it has relieved, and the number of diseases it is so well calculated to effectually cure. In the Pine Tree Tar Cordial the invalid may be sure he has a remedy of very extraordinary power for throat and lung affections, and when taken in conjunction with the "Great American Dyspepsia Pills," an infallible cure for dyspepsia, fiver complaint, sick headache, and the many ailments arising from a disordered state of the liver and digestive

In our sphere as publishers we feel some degree of cautiousness in what we recommend to our readers, but when we know of anything of value to the public we shall not hesitate to make it known through our columns. We advise those of our readers who are suffering from dyspepsia, etc., to give Dr. Wishart's celebrated remedles a trial.

A medical expert, holding honorable collegiate diplomas, devotes his entire time to the examination of patients at the office parlors, Associated with him are three consulting physicians of acknowledged eminence, whose services are given to the public free of charge.

This opportunity is offered by no other institution in the country.

Thousands of certificates of absolute cure (when all else failed to afford relief), as well as recommendatory letters without number, have been received by Dr. Wishart, the proprietor, attesting the uniform success with which they have been employed. Many of said letters are from the highest sources, including eminent statesmen, Governors, State judges, clergymen, etc.-men slow to be convinced, prejudiced perhaps at first, but feeling themselves under a sense of duty bound to tell the Doctor what they had done for them and to recommend them to others. The Great American Dyspepsia Pills and Pine Tree Tar Cordial are sold by all druggists throughout the world. They can also be obtained at Dr. WISHART'S GREAT FAMILY MEDICINE STORE, No. 232 North SECOND Street. Philadelphia, where a successful practising physician can be consulted each day, free of charge. Those in need of professional aid or counsel will do well to make a note of the above. Communications by mail, soliciting professional advice, will be considered strictly confidential and promptly answered, free of charge. The most complete stock of Family Medicines, Hair Preparations, Perfumery, etc. in the city. Give us a trial Address alt

## L. O. C. WISHART,

communications,

No. 232 NORTH SECOND STREET,

PHILADELPHIA 4 16 sw8m68

THE CHARLES AND DESCRIPTION OF THE PARTY OF

RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM WALRUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. 62:26 At 8 A. M., via Camden & Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Express. 3:00 At 3:30 P. M., via Camden and Jersey City, Accommodation. 225
At 6 P. M., for Amboy and intermediate stations.
At 630 A. M., 2 and 330 P. M. for Freehold.
At 2 P. M. for Long Branch and points on R. and O. E. R. R. At Sand 10 A. M., 12 M., 2, 3-30, and 5 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).

Ferry (upper side).

ROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 4 P. M. for At 7:30 A. M., 2:30 5, and 6 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 1, 5-15, and 7-30 P. M. for Bustleton,
Holmesburg, and Holmesburg Junction. At 7 and 10 45 A. M., 1, 2 30, 4, 5 15, 6, and 7 30 P.
M. for Tacony, Wissinoming, Bridesburg, and
Frankford

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

At 7, 9-30, and 11 A. M., 1-20, 2-45, 6-45, and 12 P.

M., New York Express Lines, via Jersey City.

Fare, \$3-25.

At 11 30 P. M., Emigrant Line. Fare, \$2-00.

At 7, 9-30, and 11 A. M., 1-20, 2-45, 6-46, and 12 P.

M. for Trenton. At 7, 9.30, and 11 A. M., 6.45 and 12 P. M. for At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.

BELVIDERE DELAWARE RAILBOAD LINES.

BELVIDERE DELAWARE RALBOAD LINES.
FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wijkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations. CAMBEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAIL

FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 30 P M. and on Thursday and Saturday nights at 11 30 P M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6 30 P. M. for Lumberton and At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3-30 P. M. for Cream Ridge, Imaystown, Sharon, and Hightstown.
May 9, 1870.
WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7:00 A. M. (Accommodation) for Fort Washing-

At 7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIERALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland. Chicago, San Francisco, and all points in the Great West. 8 25 A. M. (Accommodation) for Doylestown.

o 46 A. M. (Express) for Betalehem Easton, Al-Jentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Fesex Railroads. N. J. Central and Morris and Fssex Railreads,
11 A. M. (Accommodation) for Fort Washington.
1-16, 3-30, and 5-20 P. M., for Ablington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2-30 P. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
4-15 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8 00 and 11 30 P. M. (Accommodation) for Fort

Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 26 P. M.
Doylestown at 8 25 A. M., 4 40 and 7 05 P. M.
Lansdale at 7 30 A. M.
Fort Washington at 9 20 and 11 20 A. M., 3 10 and 245 P. M.

Abington at 2.35, 4.65, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M.

nd 7-96 P. M.
Doylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4-00 P. M.
Fort Washington for Philadelphia at 9-30 A. M. and 8-10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent. DHILADELPHIA AND ERIE RAILROAD The trains en the Philadelphia and Brie Rail-road run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

Depot, West Philadelphia:

WESTWARD.

WESTWARD.

WESTWARD.

WESTWARD.

P\*36 P. M.

Williamsport - 7\*40 A. M.

ERIE EXPRESS leaves Philadelphia 11\*40 A. M.

Williamsport - 9\*00 P. M.

arrives at Erie - 10\*00 A. M.

ELMIRA MAIL leaves Philacelphia - 7\*50 A. M.

Williamsport - 6\*00 P. M.

arrives at Lock Haven 7\*20 P. M.

BASTWARD.

MAIL TRAIN leaves Erie - 840 A. M.

Williamsport - 925 P. M.

Williamsport - 925 P. M.

ERIE EXPRESS leaves Erie - 400 P. M.

Williamsport 338 A. M.

Williamsport 348 A. M.

Williamsport 946 A. M.

Williamsport 946 A. M.

Williamsport 946 A. M.

RUFFALO EXP. leaves Williamsport 12 95 A. M.

BUFFALO EXP. leaves Williamsport 12 95 A. M. BUFFALO EXP. leaves Williamsport 12 25 A. M.

"Harrisburg - 5 20 A. M.

"Arrives at Philadelphia 2 25 A. M.

Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad,

ALFRED L. TYLER,

General Superintendent.

WEST JERSEY BAILBOADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesbore, and intermediate stations. 11:45 A. M., Woodbury Accommodation. 3:15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 6:45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 A. M.

Leave Cape May 1·10 P. M.

Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Wainut street.

Freight delivery at No. 228 S. Delaware avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

3 16 WM. J. SEW UL, Superintendent.

JOHN FARNUM & CO., COMMISSION MER-chants and Manufacturers of Conestors Ticking, etc., No. 222 CHESNUT Street, Philadelphia, I wim!

RAILROAD LINES

READING RAILROAD—GREAT TRUNK LING
R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

MORNING ACCOMMODATION.

At. 7:30 A. M., for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffale, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Potterfille Marginer, at the Connection of the Page 1.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railread trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M. REALING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 8:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. Returning. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at 9.40 P. M.
Morning Express trains for Philadelphia leave
Harrisburg at 8.10 A. M., and Pottsville at 9 A. M.,
arriving in Philadelphia at 1 P. M. Afternoon
Express trains leave Harris-burg at 2.50 P. M., and ottsville at 2.60 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12'30 noon, for Reading and all way stations; leaves Pottsville at 5'40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at

4-25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERKIOMEN RALLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:80. and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Col-

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:46 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central hailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5-36 A. M. and 11-25 A. M., passing Reading at 7-23 A. M. and 1-27 P. M., arriving at New York 12-05 noon fand 6-00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train from New York leaves Harrisburg at 8-10 A. M. and 2 50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potteville at 6-30 and 11-30 A. M. and 6-50 P. M., returning from Tamaqua at 8-35 A. and \* 50 P. M., returning from Tamaqua at \$'35 A. M., and 1'40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8'55 A. M. for Pinegrove
and Harrisburg, and at 12'55 noon for Pinegrove,
Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M.,
and from Tremont at 6'25 A. M. and 5'05 P. M.

Through first-class tickets and emigrant tickets
to all the principal points in the North and West
and Canadas.

Excursion Tickets from Philadelphia to Reading
and intermediate stations, good for one day only,

and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

OLERGYMEN residing on the line of the road will be furnished with cares entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT,—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Brosd and Willow streets. MAIL's close at the Fhiladelphia Post Office for

all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will
leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:
FROM PHILADELPHIA.
645 A.M., for B. C. Junction, stops at all stations.
715 A.M., for West Chester, stops at all stations.

west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 9-40 A. M. for West Chester stops at all stations. 11-50 A. M. for B. C. Junction stops at all stations. 2-30 P. M. for West chester stops at all stations.

11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west
of Media (except Greenwood), connecting at B. C.
Junction for Oxford, Kennett, Port Deposit, and
all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.

stations.
6 to P. M. for West Chester stops at all stations.
11 30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7 40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxferd, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

R. R. R. S. 15 A. M. from B. C. Junction stops at all stations. 10 00 A. M. from West Chester stops at all stations. 10 00 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 455 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 655 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 960 P. M. from B. C. Junction. This train commences running on and after June 1st, 1970, stopping at all stations.

ping at all stations.
ON SUNDAYS, ON SUNDAYS,

8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2-20 P. M. for West Chester stops at all stations,

4-30 A. M. from West Chester stops at all stations,

50 P. M. from West Chester stops at all stations,

7connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER Sup't,

THE RESIDENCE PROPERTY.

RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILROAD. AFTER 8 P. M., SUNDAY, MAY 1, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train B LEAVE DEPOT, VIE .: 8 00 A
Paoli Accommodat'n, 10 30 A. M., 12 80 and 8 60 P. ancaster Accommodation . 6 30 P. M. 8 00 P. M. 9 45 P. M. 11 20 P. M. Cincianati Express . 8-90 P. M.
Erie Mail and Pittsburg Express . 9-46 P. M.
Way Passenger . 11-20 P. M.
Pacific Express . 12-0 night.
Erie Mail leaves daily, except Sunday, running en Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Pacific Express leaves daily. Cincinnati Ex-press daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 118 Market street.

Market street. TRAINS ARRIVE AT DEPOT, VIZ. Lancaster Train
Erie Express
Southern Express Southern Express Lock Haven and Elmira Express . Pacific Express . 7:00 P.
Harrisburg Accommodation . 2:55 P.
For turther information . 8:50 P. . 9-50 P. M.

Harrisburg Accommodation 9-50 P. M.

For turther information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 9-51 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. owner, unless taken by special contract.

A. J. CASSATIS,

4 29 General Superintendent, Altoona, Pa.

PHILABELPHIA, WILMINGTON, AND BALTIMORE HAILROAD.—
TIME TABLE.
COMMENCING MONDAY, APRIL 4, 1870.
Trains will leave Depot, corner of Broad street
and Washington avenue, as follows:—

West Trains will be a second of the second

and Washington avenue, as follows:—
Way Mail Train at 8:30 A.M. (Sundays excepted),
for Baltimore, stepping at all regular stations.
Connecting at Wilmington with Delaware Railroad
Line, at Clayton with Smyrna Branch Railroad
and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad,
at Seaford with Derchester and Delaware Railroad, at Delaware With Factors Share Pallicad. road, at Delmar with Eastern Shore Railroad, and at Salisburg with Wicomico and Pocomoke Rail-

road.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton. Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Run. and Sten.mer's Run.

Night Express at 11'30 P. M. (Paily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. and Sten.mer's Run.

Passengers for Fortress Menroe and Norfolk will take the 12:00 M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and inter

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00 Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:16 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation traits Sundays excepted.

Trains leaving Wilmington at 6:46 A. M. and 4:00 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Centered Political ral Raiiroad.
From Baltimere to Philadelphia.—Leave Balti-From Baltimere to Way Mall: 7-40 A. M., Express;

more 7.25 A. M., Way Mail; 7.40 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7.25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at

be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after THURSDAY, April 21, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1-20, 2, 3%, 3%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9-20, 10-05, 11, 12 P. M.
Leave Germantown 6, 6-55, 7%, 8, 8-20, 9, 10, 10-50, 12 A. M., 1½, 2, 3, 8-10, 4%, 5, 5%, 6, 6%, 7, 8, 9-20, 10, 11 P. M.
The 8-20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4-05, 7, and 10% P. M.

10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphis 6 8, 10, and 12 A. M., 2, 3%, 5%, 7, 9.20, and 11 P. M

Leave Chersut Hill 7.10, 8, 9.40, and 11.40 A. M., 1.40, 3.20, 5.40, 5.40, 9, and 10.40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and 0.25 P. M.

9-25 P. M. Passengers taking the 6-56, 9, and 10-50 A. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOROCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4½, 4, 5½, 6½, 8 06, 10, and 11% P. M.
Leave Nordstown 6½, 6 25, 7, 7%, 8 50, and 11 A.

Leave Nortstown 5½, 6 25, 7, 7½, 8 50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Norr.stown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8 56, 10, and 11½ P. M.

leave Manayunk 6, 6 55, 7½, 8 10, 9 20, and 11½ A. M., 2, 8½, 5, 6½, 8½, and 10 P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

CN SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M., leave Manayung 7½ A. M., 1½, 6¼ and 9½ P. M.

Pl. MOU H KAHLROAD.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Plymouth 6½ A. M. and 4½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Consho hocken.

Passengers taking the 7, 946, and 11 A. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station

tersection Station
The 11 A. M. and 6 P. M. trains from New York
connect with the 2 and 9-20 P. M. trains from
Germantown to Ninth and Green streets.
6 20
W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9.25 A. M. and 4.25 P. M., on PORT DEPOSIT at 9-25 A. M. and 4-25 F. M. arrival of traits from Baltimore.

OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M. CHADD'S FORD at 7-26 A. M., 19-00 M., 1-30 P. M., 4-45 P. M., and 6-45 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the HENRY WOOD, apple. AUD TION SALES,

M. THOMAS & SONS, NOS. 189 AND 16 Bunting, DURBUROW & CO., AUCTION-Bank street. Successors to John B. Myers & Oo. LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANCY CANTON MATTINGS, KTC.

May 27, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, oil cloths, etc.

5 21 5t LARGE SALE OF FRENCH AND OTHER EURO
PRAN DRY GOODS.
On Monday Morning.
May 30, at 10 o'clock, on four months' credit, including an important special sale of 800 cartons bounet and sash ribbons, by order of
Messrs. SOLELIAO FRERES,
And two other well-known importing houses. 5254t

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO On Tuesday Morning, May 31, at 10 o'clock, on four months' credit. 5 25 54 SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SOOTT, Jr., Anctioneer, No. 1117 CHENNUT Street, (Girard Row). THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

NEW AND SEUOND-HAND HOUSEHOLD FURNITURE, Elegant Drawing room, and Library Suits, Rich Chamber Suits, Piano-fortes, Large Mirrors, Fine Velvet, Brossels, and other Carpets, Spring Mattreases China, Giasaware, etc.

On Friday Morning,

May 27, at 10 o'clock, at the auction rooms, No. 1118 Chesaut greet, will be sold, by catalogue, a large assortment of new and second-hand furniture, comprising drawing room and library suits, in brocatelle, plush, and terry; large and elegant chamber suits of latest designs, with wardrobes to match; extension dining tables, aideboards and buffets, marble taps; centre and bouquet tables; velvet, Brussels, and ingrain carpets; spring mattreases, china and glassware, etc.

PIANO-FURTES.—Also, at 1 o'clock, will be sold seven rosewood pianos, by calebrated New York, Boston, and Philadelphia manufacturers.

MIRRORS—5 large French plate mirrors, with console tables, marble tops.

ENCYCLOPPEDIA BRITANNICA—Also, Encylone. tables, marble tops.

KNOYCLOPEDIA BRITANNICA.—Also, Encylopedia Britannica, complete in 20 volumes, bound in calf.

FOWLING PIKOES.—Also, 2 fine stub twist fowling pleces, cost \$300 each. SEWING MACHINES.—Also, 14 second-hand sewing 5 25 2t

A. McCLELLAND, AUCTIONEER No. 1219 CHESNUT STREET.
Personal alteration given to sales of Household Furn

Personal attention given to sales of ture at dwellings.
Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
[1 12]
N. B.—A superior class of Furniture at private sale.

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
We. 704 OHESNUT Street, rear sutrance from Minor. LIPPINCOTT, SON & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 94 6
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

TN LOUISVILLE, KY W. GEORGE ANDERSON & CO. STUCKY. AUCTIONEERS (Ratablished 1826).

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission, All auction sales exclusively for cash,
Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpete notions, etc., every Wednesday and Thursday. [3 19 6m]

RAILROAD LINES .;

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
- CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and
7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P.

M. leaving Oxford at 605 A. M., and leaving Port

Deposit at 925 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42 ROOFING.

R E A D Y R O O F I N G.—
applied to applied to

STREP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON

I am always prepared to Repair and Paint Roofs at she
notice. Also, PAINT FOR SALE by the barrel or gallon
the best and cheapest in the market.

8 17)

No. 711 N. NINTH Street above Ocates.

C. SMITH & CO. A. TIN, COPPER, AND IRON ROOFERS, No. 1624 SOUTH Street and No. 221 RIDGE Avenue. Patentees of the SPIRAL EXPANSIVE CONDUCTOR

SPOUT. This spout has by a two years' trial proved to be a success, having put up some 500 stacks, every one of which has given entire satisfaction. It is a spiral coil. thus dispensing with the upright seam, which invariably breaks first in the spout. We guarantse it to be firm, any other good spout. Roofing and Guttering at reasonable prices. Old Roofs Repaired and Painted. [5 21 1m TO BUILDERS AND CONTRACTORS.—
We are prepared to furnish English imported
ASPHALTIC ROOFING FELT
in quantities to suit. This roofing was used to cover the
Paris Exhibition in 1867.

Nos. 517 and 519 MINOR Street. FURNITURE.

RICHMOND & CO ..

FIRST-CLASS

FURNITURE WAREROOMS No. 45 SOUTH SECOND STREET,

MAST SIDE, ABOVE CHESNUT, PHILADELPHIA FURNITURE

Selling at Cost,

No. 1019 MARKET Street. G. R. NORTH. 4 18 8m PAPER HANGINGS, E10.

LOOK! LOOK!! LOOK!!!-WALL PAPERS and Linen Window Shades Manufactured, the cheapest p the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh. Branch, No. 207 FEDERAL Street, Camden, New Jersey.

THE PRINCIPAL DEPOT FOR THE SALE OF REVENUE STAMPS.

No. 304 CHESNUT STREET. CENTRAL OFFICE, No. 105 S. FIFTH STREET (Two doors below Chesnut street),

ESTABLISHED. 1868.

The sale of Revenue Stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment. payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Re-

\* .....

STAMP AGENCY. NO. 304 CHESNUT STREET, PHILADELPHIA.